

RTIP ID# <i>(required)</i> ORA120520				
TCWG Consideration Date August 26, 2008				
Project Description <i>(clearly describe project)</i> The City of Santa Ana is proposing to widen a segment of Grand Avenue between First Street and Fourth Street. Within the project limits, Grand Avenue would be widened from its existing four lanes of travel to a total of six lanes of travel (three lanes in each direction). Two build alternatives are under consideration to meet the project's purpose and need. Regardless of alternative ultimately selected, both Build Alternatives 1 and 2 include widening the existing Grand Avenue from four to six through lanes of travel with right-turn pockets, and left-turn lanes at major intersections, and a raised and landscaped center median. The key difference between the two build alternatives is that Alternative 2 includes a five-foot wide, on-street Class II bike lane; Alternative 1 does not include the on-street Class II bike lane. The cross-sectional width for Alternative 1 is 100 feet, whereas Alternative 2 would implement a 120-foot wide cross-section. The newly constructed road would be striped to match the existing cross-section conditions south of First Street and north of Fourth Street.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street				
County Orange	Narrative Location/Route & Postmiles Grand Avenue, First Street to Fourth Street (City of Santa Ana) Caltrans Projects – EA# 12931963L			
Lead Agency: City of Santa Ana, Public Works Agency				
Contact Person Kenny Nguyen	Phone# (714) 647-5632	Fax# (714) 647-5635	Email knguyen@santa-ana.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 ✓ PM10 ✓				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	✓ EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	✓ Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	04/2008	07/2009	07/2009	01/2011
End	06/2009	01/2010	12/2010	06/2011

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Grand Avenue, between First Street to Fourth Street, is anticipated to operate at an unacceptable level of service F during the AM and PM peak periods in future year 2030. Due to the growth trends and anticipated future traffic volumes, the City of Santa Ana proposes to widen Grand Avenue from First Street to Fourth Street to be consistent with the City of Santa Ana General Plan Circulation Element and the County of Orange's Master Plan of Arterial Highways.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Land use surrounding the project area consists of a mix of commercial/retail and vacant/undeveloped land. A church is also located at the northeast corner of Grand Avenue and Second Street. A description of land use immediately surrounding the project area is provided below:

North = commercial/retail

East = commercial/retail; church; and vacant/undeveloped

South = commercial/retail

West = commercial/retail

Opening Year (2011): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

LOS B-E for Build and No Build, respectively; 36,100 (AADT), 5% (% Diesel Trucks); 1,805 (Total Truck AADT)

RTP Horizon Year / Design Year (2030): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

LOS B-F for Build and No Build, respectively; 38,790 (AADT), 5% (% Diesel Trucks); 1,940 (Total Truck AADT)

Opening Year (2011): If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

First Street (west of Grand Ave.) Build and No Build – 29,720 (AADT); 5% (% Diesel Trucks); 1,486 (Total Truck AADT)

First Street (east of Grand Ave.) Build and No Build – 25,540 (AADT); 5% (% Diesel Trucks); 1,277 (Total Truck AADT)

Fourth Street (west of Grand Ave.) Build and No Build – 16,260 (AADT); 5% (% Diesel Trucks); 813 (Total Truck AADT)

Fourth Street (east of Grand Ave.) Build and No Build – 15,890 (AADT); 5% (% Diesel Trucks); 795 (Total Truck AADT)

RTP Horizon Year / Design Year (2030): If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

First Street (west of Grand Ave.) Build and No Build – 37,245 (AADT); 5% (% Diesel Trucks); 1,862 (Total Truck AADT)

First Street (east of Grand Ave.) Build and No Build – 28,870 (AADT); 5% (% Diesel Trucks); 1,443 (Total Truck AADT)

Fourth Street (west of Grand Ave.) Build and No Build – 21,525 (AADT); 5% (% Diesel Trucks); 1,076 (Total Truck AADT)

Fourth Street (east of Grand Ave.) Build and No Build – 19,525 (AADT); 5% (% Diesel Trucks); 976 (Total Truck AADT)

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed project would provide congestion relief and improve operations along Grand Avenue within the project limits by smoothing traffic flow and vehicle speeds. The proposed widening of Grand Avenue between First and Fourth Streets is not expected to create or worsen PM₁₀ or PM_{2.5} emissions.

Comments/Explanation/Details *(attach additional sheets as necessary)*